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Correspondents must forward their names and addresses with communications; addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous communications should be inserted.

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## The Daily Press.

HONGKONG, JUNE 17TH, 1908.

From the first fascicle of the annual trade reports issued by the Chinese Imperial Maritime Customs, we gather that another Sino-Japanese question is looming up at Antung, the port on the north bank of the River Yalu, in close touch with Chefoo and Dairen. It has a good deal of shipping, both steamers and sea-going junks. Steamers drawing nine feet may anchor off the Band, or what should be the Band, according to Mr. Commissioner PALLEN, who recommends effort in the direction of river conservancy and improvement. The river is eating away the Chinese town, and in November last it "tore away a liberal piece of the shore off the Japanese settlement." Chinese cargo pays extra in time and money for transportation from the present anchorage. Antung might have "combined railway and cheap water connections," but in the absence of dredging and bunding operations, it looks as if it must be satisfied with railway only. For a bridge is projected to cross the river at the present lower harbour limit, to carry the trains of the Korean railways to the Chinese shore, and to form the connecting link between the Japanese Government-owned lines on the Peninsula and the Antung-Mukden arm of the South Manchuria Railway system. A survey was being made in February, for a fixed bridge 3,182 feet long, with spans of two to three hundred feet, thirty feet wide, and 26 feet above high water. The Chinese have asked that it be made a swing or drawbridge, to allow the shipping to pass. At present the issue is not an

urgent one, as the Budget arrangements for an outlay of two and a half million yen may take time; also, the South-Manchuria gauge has not yet been changed to standard. Until the Chinese show some disposition to start with the dredging and bunding, and until these other factors are dealt with, there is no need to talk of the unmade bridge as prejudicing the development of the Chinese town, nor to go so far as Mr. PALLEN does, when he remarks that "to force across a navigable boundary-line river, in the face of protests from one of the riparian states, a closed bridge of such a height as to hamper that state's sea-going traffic, is not such an act as may be admitted to come within the previously established standards of international comity." This almost amounts to "calumny-howling," and it is strange to find it in such a conservative publication as the L.M.C. Reports have hitherto been. The net value of the trade of Antung for 1907 was Tls. 4,763,238.

The name Dairen (now given to what the Russians called Dalni), says Mr. Commissioner KUROSAWA, "metonymic and deceptive", so far as the Customs is concerned. The Dairen Customs covers more than the port of that name; it embraces the whole of the leased territory of Kwantung. The commercial and economic strength of Dairen, the same gentleman states, has been overestimated. The world, he says, has overestimated the purchasing power of Manchuria. This is very interesting, in view of past events and discussions. "Supposing that the total value of the trade of Manchuria to 80 million taels, this might roughly be divided as follows: Newchwang, 40 millions; Sinminfu, 10 millions; Dairen, 20 millions; Antung and other routes, 10 millions. Two-thirds of these figures will represent the import trade, which, again, denotes the purchasing power of Manchuria. Supposing, further, that the population of Manchuria is eight millions, as is believed to be approximately the case, this would give a buying power per head of over six and a half taels—a far larger sum than the average native of Manchuria can possibly spend in a year on foreign goods at his present economic stage." The Commissioner concludes that business has been carried on regardless of the law of supply and demand, with the results that sometimes follow speculative enterprise. The market was badly congested. Most of the money left by the belligerents had gone away into Shantung and Chihli. The natural riches of Manchuria are not on the surface; they are not accessible without time, labour, and capital. It must be disastrous to try to force the market. In Dairen itself the foreign community is growing fast. With its railway facilities and magnificent harbour, it undoubtedly has a future as a business emporium, but in 1907 the net value of its trade (for the whole area, presumably) was only Tls. 13,837,789.

In a subsequent article we will examine the reports from other northern ports, for items of similar outstanding interest.

Fifteen plague cases were notified by noon yesterday, making the total then 77.

Messrs. Lobnitz and Co. (Limited), Renfrew, have launched a twin-screw 800-ton hopper barge, named the Saxins, for the Suez Canal Company.

The foundation-stone of England's first "skyscraper" line has just been laid at Liverpool. The building will be 300 ft. high, and is being erected for the Royal Liver Friendly Society on a site overlooking the Mersey.

The Agents of the Great Northern Steamship Company inform us that the raw silk and silk piece-goods shipped from Yokohama per G. N. S. s.s. "Minnesota" on May 1st arrived in New York on the 20th ult.

The Pope, in receiving Cardinal Agliardi, announced that Archbishop Bourne of Westminster, would shortly be created a Cardinal. This statement is interpreted as meaning that the elevation of Archbishop Bourne will occur at the Consistory to be held next September.

From July 1st, 1907, to April 30th, 1908 the total shipment of silk from Yokohama to Europe and America was 98,244 bales, 29,628 of these going to Europe and 68,616 to America. A further 2,369 bales were re-exported to the sailing of the "Empress of Japan," on the 15th ult.

The return of visitors to the City Hall Library and Museum for the week ending the 14th June, 1908, shows that of non-Chinese there were 317 to the Library and 110 to the Museum and of Chinese 139 to the former and 1,282 to the latter. The Library was therefore used by 456 persons and the Museum by 1,392.

We are informed that the Nippon Yusen Kaisha steamers on the American line have been recently fitted with Marconi's system of wireless telegraphy. This will be greatly appreciated by passengers travelling in the Company's steamers as well as by their friends on shore, as it enables messages to be exchanged when the vessel is on the high seas.

Mr. S. Silverstone, agent P. M. S. S. Co. and family sailed on the "Korea" to-day for San Francisco on six months leave. During his absence Mr. Halton, chief clerk, will be in charge.

His Excellency Admiral Li Chun of Canton is on a visit to Hongkong. He has visited the Kowloon Docks, and last night he and his suite were entertained to dinner at the Hongkong Hotel by the Dock Company officials.

Inspector Warnock, after more than twenty years' service in the Hongkong Police, is about to retire on pension, leaving for home on the 27th inst. Mr. Warnock is a great favourite in the force and his colleagues view his prospective departure with regret.

A consignment of some thousands of pheasants brought in refrigerating tanks from Manchuria, was received by one of the largest firms of poultryers in Leadenhall Market. Other consignments will follow if it is shown that there is a demand for pheasants out of the ordinary English killing season. The birds will be kept in cold storage and will only be taken out as they are required.

Lucey Hodgson, applying to the Boston (Lincolnshire) Bench for a separation order against her husband, Henry Hodgson, a agricultural labourer and ratchetmaker said that he neglected to provide proper food, but brought home rats upon which to feed himself, the family, and the dog and cat. He skinned the rats making their stuff them with sage and onions. She obtained the order she asked for.

Some pointed remarks were made by Mr. J. H. Kemp at the Magistracy yesterday afternoon when conducting an inquiry into the circumstances attending the death of a seven years old Chinese girl. The father had caused her to be beaten on the legs by a medicine-brewer to "drive away the devil," and his Worship said he hoped the Chinese newspapers would take notice of the case as it might be a serious offence if it occurred again.

Mr. W. H. Lever, M.P., has intimated to the Wirral Division Liberal Association that he will not seek re-election. He was urged to reconsider his decision, but expressed himself as unable to do so in view of increased business calls and other matters. It is not known at present when his retirement from Parliament will take place. At a meeting of the Wirral Conservative Association on May 15th Mr. Gershom Stewart was unanimously adopted to contest the division at the next election.

The total quantity of tea imported by England last year was 3,127,658 lbs., valued at £10,744,719. According to a statement made by Mr. Lloyd-George, the countries from which this enormous supply came were as follows:—

	Quantity.	Value.
India	171,582,930 lbs.	£5,752,918
Ceylon	107,408,770 lbs.	£6,098,616
China	19,118,931 lbs.	773,709
Java	11,938,373 lbs.	377,338
Other countries	7,074,028 lbs.	232,140
Compared with 1906	Imported 3,963,008 lbs.	
less last year, but paid £210,634 more		

The Baltic Mercantile and Shipping Exchange presents a favourable report to its shareholders, notwithstanding that these are dull times for the shipping industry. Last year a dividend of 5 per cent. was paid. This time the distribution has been increased to 6 per cent. There is a slight diminution in the number of members, which is, perhaps, to be expected during a period when business men are cutting down their expenses. But the amalgamation of the Baltic and of the Shipping Exchange a few years back has produced an institution which is at once popular and stable.

A special section of the works branch of the German naval administration has been established on the island of Heligoland to take in hand the preliminary work for the construction of a torpedo-boat basin, the cost of which is to be spread over a series of years—is estimated at 3,000,000 M. (£1,500,000). Other works in immediate contemplation are the strengthening of the sea-walls, additional fortifications at a cost of 1,200,000 M. (£600,000), the building of barracks and of a new artillery depot, estimated at 700,000 M. (£350,000), and the provision of quarters for naval officers and administrative officials of the navy.

For the Belgian Maritime Association there has been launched at Bremerhaven a fine ocean-going cadet ship, to be known as L'Avénir. She is a four-masted barque, built of steel, and equipped with auxiliary deck machinery. She is designed to carry eighty cadets, whose quarters will be heated with steam and lighted by electricity. From the particulars which are furnished respecting her she ought to be a roomy and comfortable school-ship. L'Avénir follows pretty much on the lines of the two German cadet ships, Herzogin Sophie Charlotte and Herzogin Ceclie, which have proved themselves to be fast sailers, and well suited for training purposes. The Belgian authorities have not been satisfied to acquire and fit out a sailing ship, but have preferred a brand new vessel.

Old-age pensions for seamen have been the dream of enthusiasts for many a long year, but so far they have never proved practicable in Britain. Consequently Mr. Asquith's proposal will favourably affect a good many old sailors who, whether the po' seasons of a caul or not, were not born to be drowned. In particular the premises 55 per week prove a useful addition to the incomes of the old pensioners of certain benevolent institutions for seamen, which cannot afford a very large monetary allowance. An out-of-pension from the Royal Alfred Institution, for example, will be automatically doubled. It is to be noted that alien seamen, even if they have been naturalised, must possess a long residential qualification in order to become entitled to a pension. The British-born seamen of 70 summers will consequently receive some measure of preferential treatment.

The sequel to a disturbance at the Soldier's Club the other night was witnessed at the Police Court yesterday. The trouble arose over the payment for drinks and it was alleged that a gunner attacked a Naval Yard policeman and tore his coat because he refused to leave the building. The policeman summoned the soldier who was ordered by Mr. Wood to pay \$2 compensation for tearing the policeman's coat, but the man was discharged on the other count in view of the fact that he had already done ten days punishment which was meted out to him by the Garrison Authorities.

A ready-tongued thief came before Mr. Kemp at the Magistracy yesterday on a charge of pocket picking. The complainant stated, that as he was walking along Bonham Strand he was accosted by the defendant who told him that somebody had spat on his shoulder. He turned to see when he suddenly missed his purse. However he caught hold of the man and took him to a district watchman, to whom he protested he was not the right man and if they would let him go he would show them the right man in an opium den. Two hours were devoted to looking for the right man without avail. Defendant told the Magistrate he was a sailor on a Norwegian ship and on being asked the name of the ship he said he was not on it now but had a chance of getting a job on a blue funnelled boat. If his Worship would let him he would give security for finding the right man. Asked where he would look for him he replied—Down West Point in Chinese theatres and recreation houses: I am not a bad man, His Worship was not impressed and sentenced him to six weeks' imprisonment.

## ASSAULT CASE FROM THE DOCKS.

At the Magistracy yesterday Mr. Wood heard a summons against Edward Kennedy of Kowloon Docks charging him with assaulting a Chinese fitter. Complainant's case was conducted by Mr. Otto Kong Sing.

Dr. Black stated that on the morning of the 10th inst. the complainant came to him and he found a bruise on his left breast which might have been caused by a blow. In reply to defendant he said it might have been caused by the man falling down.

Complainant said he went a few minutes after 9 o'clock on the 6th inst. to the time-keeper's office to get his number and asked a Chinese clerk to open the box where the numbers were kept. Defendant, who was inside the office, told complainant to go away, and threw something out of the window at him but it did not strike him. He walked away but was followed by defendant who punched him and knocked him down. A few days afterwards he went to see the doctor.

Another Chinese employee gave corroborative evidence. Defendant stated that this box in which the numbers were kept was used by men working on the ships of the Royal Navy and when complainant came to the office that day he had forgotten to open the box, a duty which belonged to the Chinese clerk who was absent at a funeral. Complainant kicked up a row and when he told him to go away he used filthy expressions in Chinese. Defendant understood Chinese. Defendant added "if you don't go away I will make you" and then ordered him away. By that time he was outside and then complainant moved away. He followed him and the man tripped over the water-proof coat he was carrying. When he got up defendant hit him with the rain coat.

A Portuguese watchman was called who said he witnessed the whole affair but did not see defendant strike the complainant. His Worship said to Mr. Otto Kong Sing that it seemed to him the story of the defendant was true and he discharged him. Mr. Otto Kong Sing said if his Worship would hear him he thought he could show that the man was convicted of his own mouth. He thought the complainant was entitled to a conviction.

## LEGISLATIVE COUNCIL.

A Meeting of the Hongkong Legislative Council is called for Thursday afternoon. The Colonial Secretary will move a Resolution under Section 170 of the Public Health and Building Ordinance, 1903. The orders of the day are: Third reading of the Bill entitled An Ordinance to authorize the Appropriation of a Supplementary sum of one hundred and sixty thousand seven hundred and thirty-five dollars and eighty-five cents, to defray the charges of the year 1907. Committee on the Bill entitled An Ordinance to provide for the registration of Chemists and Druggists and to regulate the Sale of Poisons. Committee on the Bill entitled An Ordinance to amend the Public Health and Buildings Ordinance, 1903, and The Public Health and Buildings Amendment Ordinance, 1903. The Committee Stage of the Exportation of Opium Ordinance will not be proceeded with at this meeting.

## HONGKONG VOLUNTEER RESERVE ASSOCIATION.

## MAY CUPS.

The competition for the three cups offered by the Hon. Mr. F. H. May, C.M.G., was completed on Sunday. The terms were that the competition should extend over six months from January 1 to June 30, the four best monthly scores (2 at 500 and 2 at 200 yards) of each competitor to be counted. The competitors were divided into three classes, "A" from scratch to 3 Handicap, "B" from 4 to 7, "C" from 8 upwards. The winners are:—

A. Jenkins, "B" Class.  
E. W. Dawson, "C" Class.  
J. Hutobings, "C" Class.  
L. Gibbs, Pool Winner.  
Capt. B. Branch, 31+4=35.

## TELEGRAMS.

[REUTER'S SERVICE.]

## THE SUFFRAGETTES.

LONDON, June 14th.

Ten thousand women assembled on the Thames Embankment, and marched in procession with bands and banners to the Albert Hall where they inaugurated a Suffrage Saturday. The procession which included representatives from the Colonies, was headed by Ladies Frances Balfour, Henry Somerset, and Onslow, Mrs. Alfred Lyttelton, Mrs. Lloyd-George, and other prominent workers, and there were also present lady doctors, authoresses, factory hands and servants.

## THE MOZAFFAREPORA MURDERS.

LONDON, June 14th.

The murderer of Mrs. Kennedy and her daughter at Mozaffarpore, Bengal, has been sentenced to death.

## THE MEETING OF KING AND TSAR.

LONDON, June 14th.

The meeting of King Edward and the Tsar at Reval, has created a profound impression at Constantinople where it is believed it will importantly affect affairs in the near East.

## THE WRIGHT AEROPLANE.

V. T. AGENT OVER SEA.

A message from Mantes (N. Carolina) last month said:—

The Wright Brothers' airship yesterday performed a flight of fifteen miles out to sea at a height of 1,000 feet.

After circling, it returned to the starting point.

The wind velocity during the trial was ten miles an hour, but this in no way hampered the movements of the airship, which was under absolute control.

The performance, says the Central News, was regarded as so satisfactory by the Brothers Wright that an attempt will be made to take the airship over the seventy-five miles to Cape Henry and back.

The Brothers Wright have long been known as successful students of aeronautics, and it was confidently predicted of them that they would be amongst the most notable of conquerors of the air.

Most of their previous experiments have been conducted with the utmost secrecy, but they have claimed that on one of these trials they were successful in covering a distance of twenty-five miles without returning to earth.

The remarkable performance reported to day took place during the trials the inventors have been making before attempting the great feat of flying from Kitty Hawk Hill in North Carolina to Cape Henry, a distance of seventy-five miles, and back.

The flight of fifteen miles over the sea easily beats the records established by flying machines in the Old World.

M. Delagrangé's best flight was about six miles, which was a considerable advance on Mr. Farman's three-mile voyage in the air.

The Wright aeroplane is described as being shaped like a long box, 40 ft. long and 8 ft. wide, with a buoying surface of 640 square feet.

The forward half of the box, both bottom and top, is of closely-woven canvas, and is inclined upwards, like the breast of a bird.

The engine occupies a central position, on the lower side of the box, and is of 20-h.p.

The propellers are of wood, each with two blades, and the rudder extends back between the propellers.

In front another con-shaped construction regulates the elevation.

## SPANISH AND PORTUGUESE TROOPS IN CONFLICT.

The *Petite République* publishes a telegram from Lisbon announcing that a collision between Portuguese and Spanish troops has occurred at Porto Allegre.

It appears that several Spanish smugglers were surprised while attempting to smuggle quantities of tobacco and silk across the frontier into Portugal, and resisted the Portuguese guards.

A detachment of Spanish troops arrived on the scene during the fight and crossed over on to Portuguese territory.

Here they were fired upon by the Portuguese, who in the darkness mistook them for a second band of smugglers.

The Spaniards, together with the smugglers, now opened fire, and a terrible fight ensued, in which even women took part.

Before long, however, the Spaniards, who were evidently under the impression that they too had to deal with smugglers, discovered their error and ceased fire, and the smugglers immediately fled to the mountains, leaving several dead, including two women.

Several of the soldiers on both sides were also either killed or wounded.

A telegram to the *Elair* from its correspondent in Madrid gives another version of the affair, according to which some Portuguese shepherds drove their flocks into Spain, but were forced by the Spanish troops to retire across the frontier.

The Portuguese Guards opened fire on the Spaniards, wounding a corporal, and his comrades retaliated, killing four Portuguese and wounding a number of others.

The Governor of the Province of Orense has opened an inquiry.

## UNITED STATES AND GERMANY.

ARBITRATION NEGOTIATIONS SUSPENDED.

Washington, May 12.

Greatly to the surprise and somewhat to the annoyance of the President the German Government has refused to negotiate an Arbitration Treaty similar to that concluded with Great Britain and other Powers.

The State Department refuses to make public the reasons which govern Germany, but admits that the negotiations have been suspended and that there is no expectation of resuming them in the immediate future.

This action on the part of Germany is in line with her pronounced opposition to the Hague Tribunal and her efforts to destroy its importance, but it is regarded here as remarkable, in view of the well-known desire of Germany to cement the relations existing between her and the United States.

## SHANGHAI POLICE TROUBLES.

DEATH OF A RAILWAY FOREMAN.  
The death of a Chinese employed by the Shanghai-Nanking Railway Company, while in the custody of the Paoshan Police, has brought that Force into prominence once again. From inquiries made it appears that on the 31st ultimo H. E. Chung Mun-yow, Managing Director of the Shanghai-Nanking Railway, paid a visit to the railway station, and when driving in his carriage from the station to the new goods shed, which is in the course of erection, a number of coolies employed on the road, which is under construction and not open to traffic, stopped the carriage in obedience to orders. His Excellency ordered the mafco to drive on and thereupon one of the coolies struck the mafco on the head with a piece of wood inflicting a severe wound. His Excellency reported the matter to the Magistrate of the Paoshan District, and the foreman of the coolies, Li Teh, who has several hundred men in his charge, was summoned to take the coolies responsible for the incident to the station. Li Teh, however, ignored this summons and the Magistrate ordered his arrest. At 3 p.m. on Friday an officer in charge of six constables of the Paoshan Police arrested Li Teh in a godown at the Railway Station. He resisted arrest and a struggle ensued, the prisoner eventually throwing himself down in the roadway and refusing to move. The native police, unable to convey their prisoner to the station in the ordinary way, resorted to dragging him by force. The man died almost immediately after his arrival at the station, which is situated behind Hestell Road.

The body was conveyed to the Railway Police Station. An inquest was subsequently held by the Paoshan Chih-hien who found that Li Teh died of poison, but could not say what poison. It is considered more probable, however, that the man died of heart failure due to violent treatment.

Li Teh resided in the Settlement at P 174 Elgin Road, and it has yet to be ascertained what authority the man, as a resident of the foreign Settlement, was arrested by the Paoshan Magistrate. —N.C. Daily News.

## CHINA AND TIBET.

VISITS OF THE DALAI LAMA AND TASHI LAMA TO PEKING.

Peking, May 10.

Much interest is manifested here at the expected visit to the capital this year of the two highest spiritual authorities in Tibet, the Dalai Lama and the Tashi Lama. The Dalai Lama is at present residing at Wutai-shan, within the day's journey of Peking, and is living in a monastery in great state and with a large retinue. He has sent greetings to several of the foreign Ministers in Peking, notably to the American, who is a recognized authority on Tibetan Buddhism, and to the German, who sent him a portrait of the Emperor William.

For some time past the Dalai Lama has had no foreign adviser. His former adviser and private secretary was the Tibetan scholar, the Rev. Teramoto, a Japanese, who resided with him in Kumbum monastery, near Shi-ning, and returned last year to Japan in ill-health. He arrived at Peking on Thursday and will shortly join the Dalai Lama. Should the Dalai Lama come for an audience, as is expected, he will be received with equal honour to that shown to his predecessor to visit this capital, the 5th Dalai Lama, who arrived in the reign of Shun-chi, the first Emperor of the present dynasty, and spent here the winter of 1652.

The Tashi Lama, who was received by the Prince of Wales at Rawalpindi on December 7, 1905, recently memorialised the Throne from Shansi, praying for permission to come to Peking and be received in audience, which was granted. The memorial was, no doubt, in the Oriental way, prompted from the Throne. It is expected that he will come via Calcutta, and that he will also be shown great honour, as was his predecessor who visited the Emperor Kien-lung on the occasion of his 70th birthday, when the Emperor proceeded to Jehol to await his arrival and accompanied him to Peking, where he died on November 27, 1780.

It is well known that China desires to reorganise her methods of administration in Tibet with a view to securing greater government control. Two recent speeches speaking of Tibet as "the real frontier of China" confirm that the unusual appointment of Chao Erh-fang as Imperial Resident in Tibet, and of his brother, Chao Erh-lun, as Viceroy of the adjoining province, Szechwan, was designed with the object of securing harmonious co-operation in developing military efficiency, encouraging education and agriculture, and generally improving the government of Tibet. The officials specially selected for service in Tibet are promised a long tenure of office. The necessary funds and officials will be provided from the rich province of Szechwan, the Viceroy Chao Erh-lun being the ablest financier and one of the most upright administrators in the Empire. In time China aspires to reconstitute Tibet into another province of the Empire, therein following the precedent of the New Dominion which, in accordance with the Imperial decree of September 5, 1882, was given a provincial administration like the 13 provinces of China proper. —Times.

## LATEST STEAMER MOVEMENTS.

The str. *Cardignishire* left Shanghai on the 16th inst. and is due here on or about the 19th inst. at morning.

The H.A.L. str. *Hellas* left Hankow on the 14th inst. a.m., and may be expected here on the 19th inst. p.m.

The Boston S.S. Co.'s str. *Tromont* left Manila on the 16th inst. for Hongkong.

The Mogul Line str. *Zohian* left Singapore on the 15th inst., and may be expected to arrive here on the 21st inst. at daylight.

The J.-C.F. str. *Tijobad* left Moanssar for this port on the 12th inst., and may be expected here on or about the 21st inst.

The M.M. str. *Caladonia* with the French Mail of the 24th ult. and Mails from London of the 15th inst. at 2 p.m., and may be expected to arrive here on Monday morning, the 22nd inst., and will leave for Shanghai and Japan on the same afternoon.

The J.-C.F. str. *Tijobad* left Batavia for Buitton on the 15th inst., and may be expected here on or about the 23rd inst.

The Great Northern S.S. Co.'s str. *Minnesota* arrived at Yokohama from Seattle on the 15th inst., at 7 a.m., and is expected to arrive here on or about 2nd prox.

The C.P.R. str. *Monteagle* arrived Kobe at 6 a.m. on Monday, the 15th inst., and left again at 5 p.m. same day via Nagasaki for Shanghai, where she is due to arrive at 5 a.m. on Friday, the 19th inst.

The C.P.R. str. *Empress of India* arrived Shanghai at 9 a.m. on Tuesday, the 16th inst., and left again at 8 p.m. same day for Nagasaki, where she is due to arrive at 11 a.m. tomorrow.

The S.S. str. *Australia* which left at this port on 12th ult., was delivered in Lyons on the 12th inst.

The str. *Wray Castle* arrived at Boston on the 13th inst.

The str. *Shimosa* left New York on 14th inst.



## OUSTED BY CHINAMEN.

BRITISH SAILORS EXCLUDED FROM  
BRITISH SHIPS.

When a Chinaman is employed in a South African mine, the heart of the liberal goes out to the "unhappy slave." When a Chinaman is employed by a Liberal shipowner to the exclusion of a British seaman, it does not matter to any member of the Government majority except Mr. Havelock Wilson, the sailor M.P.

It has been well known for some time that Chinese sailors are being daily exploited in the Port of London to the exclusion of Englishmen, but no Liberal has ever raised his voice in protest. In the House Mr. Havelock Wilson asked the Home Secretary "whether he has received any report from the police authorities with regard to the disturbances which have occurred at the Mercantile Marine Office, Poplar, in consequence of the contemplated employment of crews of Chinamen for the steamships 'Zambesi' and 'Strathgairn'."

The president of the Board of Trade said Chinese boarding-house keepers had not and would not be allowed access to Board of Trade premises for the purpose of supplying crews of Chinamen to British ships. He was not aware that it had been the practice for many years to prevent British seamen and others from using the waiting-rooms of mercantile marine offices unless they could produce certificates of discharge to prove that they were bona-fide seamen. The waiting-rooms were open to all persons desiring to serve.

The recent annual increase in the number of Chinese seamen shipped in United Kingdom ports requires and is receiving prompt and searching attention, and must be regarded as a matter of serious concern.

"Any case in which sufficient evidence is available of a boarding-house keeper having supplied a crew, Chinese or otherwise, will be considered with a view to legal proceedings."

Mr. Havelock Wilson was not satisfied with this and he questioned Mr. Chubb's more closely.

"I have nothing to prove that the crews in these cases were supplied by Chinese crimps," replied Mr. Chubb, "but if any evidence of an infringement of the Merchant Shipping Act is forthcoming, the question of instituting legal proceedings will be considered."

A meeting of protest against the employment of Chinese on British ships was held at Cardiff, when Mr. Hanson, of Barry, declared that instead of the Union Jack the Cardiff officers of the Shipping Federation ought to fly the Chinese flag.

A large number of unemployed British seamen assembled at the offices of the Mercantile Marine at Poplar, where a crew was to be engaged for the British steamship 'Zambesi,' which on her previous voyage carried a British crew. The British seamen learned with indignation that Chinamen were to be employed on the ship. A deputation waited on Mr. Havelock Wilson, M.P., and he proceeded to the Mercantile Marine Office and interviewed the superintendent, entering a protest against the employment of the Chinamen on the grounds that they had been supplied by boarding masters and "crimps" who were not licensed to supply seamen, and that the Chinese could not speak or understand the English language. When the Chinese went in to sign the supercargo's list, one or two found that they could not pass the language test. It was then decided to sign the men on coasting articles to proceed from London to Cardiff, but when the Chinese arrived at the Surrey Commercial Docks they found about two hundred British subjects on board the ship. These were supported by the dock labourers, and eventually a British crew was taken on. At a meeting at Poplar resolutions on the subject were adopted and sent to the local members of Parliament.

A later account says:—

For the present the European sailors and firemen of the East-end have triumphed in their opposition to the signing of Chinese crews while Westerners are unable to do work.

In anticipation of new efforts being made to ship the Chinese who were driven from the Board of Trade offices in East India Dock-road, a strong body of white seafaring men picketed the offices again. A large number of police were in attendance, under a superintendent and two inspectors. Mr. J. Havelock Wilson, M.P., and other officials of the National Sailors' and Firemen's Union, were also present.

Mr. Wilson promised the Europeans that when the yellow men were tested as to their knowledge of English, or their British citizenship, as required by the new Merchant Shipping Act, he would test them personally on the former point.

But the boarding-house masters and the representatives of the shipowners had made other arrangements, and the men wanted to make up a crew for Cardiff had been quietly moved to the railway terminus and sent on by train to the South Wales port. It is not clear how this will settle the trouble, for Mr. Wilson at once wired to the agent of the union there, Mr. Dunn, and it was confidently expected that the language test would be rigidly insisted upon, even if the men were taken on board to sign articles.

During the morning Mr. Wilson informed a representative that he had proof that the provisions of the new Act, and of its diet scale, were being habitually evaded, and expressed conviction that the claim to be British subjects put forward on behalf of the Chinese was unfounded.

"These men, if they were British subjects," he declared, "would have what is known as 'Dis. A.' books, containing a list of names from other vessels and an entry showing their nationality. They declare they were discharged from foreign vessels, that they have lost their books, and that they were born in Hongkong, or some other British territory. If they said they had been discharged from a British ship, the Board of Trade officials could get access to her papers, and check their statements."

"The Act says that the supercargo's list shall contain the agreements to be signed by and explained to each seaman, or they shall ascertain that each seaman understands the same before signing it."

"This is how they apply that. They get hold of a 'No. 1' fireman, or a leading seaman, and if he can understand a little English, they ask him to explain it to the others. I have seen some of them, and they could not understand more than a very few words of English, and to ask them to interpret a long legal document like a ship's agreement, with its regulations and fines and diet scale, is simply useless."

"What good is such a crew in emergencies, when the leading man, or seaman, might be in bed when an order was to be given to avoid disaster?"

"What we ask is that there shall be official interpreters, without bias, to explain the agreements. I have seen officials allow the very crimp who has procured the map to act as interpreter of the agreement to them. When they ship English sailors they want to see their book with twenty or thirty discharges in it. But they refuse to let Chinamen without any guarantee that he has ever been to sea as a sailor or fireman."

Mr. Wilson holds that the evil is a greater one than the public realize. The new Act, which can be signed on in London at £3 a month, is a declaration of intent to "jump" or desert their ship in Continental ports, because they get only £2 a month on them. The result that the East-end is getting crowded with the yellow men, while English sailors are starving.

"Before the beginning of the new Act and the coming into force of the new diet scale," says Mr. Wilson, "the employment of Chinamen was absolutely confined to the regular liners trading on the coast of China and in the East, which have employed them for years. With the advent of the Act I should say 100 or more tramp steamers are carrying them, trading exclusively in Western waters, including the Black Sea, the Mediterranean, and to America."

Mr. Wilson added that a great demonstration of protest is being arranged for London. Processions will march from Cannon Town Station, Leam-street Station on the East, combining a Victoria Road to a similar gathering will be held in South Shields on the 23rd, at which Messrs. Michael Joyce (Limerick), T. Summerbell (Sunderland), J. W. Taylor (Chester-le-Street), J. Jenkins (Chatham), J. Havelock Wilson (Middlesbrough), and other members of Parliament will speak. Questions to the President of the Board of Trade have been placed on the House of Commons papers.

## CHINESE TELEGRAPHS.

The Ministry of Posts and Communications has now practically decided to buy out all the mercantile shares in the Imperial Chinese Telegraph Administration, in order to secure full control of the service. The following reasons for this decision are given:—

1. To convert the administration into a Chinese Government department.

2. To increase its capital to at least Tls. 8,000,000.

3. To repair thoroughly all cable and land lines where necessary.

4. To construct new lines in Manchuria, Mongolia and Tibet and also in some places in China proper for the general improvement of communications.

5. To reduce the charges, which are now many times higher than in foreign countries.

H. E. Cheng Pi, President of the Ministry, is preparing a memorial on this question for Imperial sanction. The President is conferring with Duke Tai Tai, President of the Ministry of Finance, as to how funds may be raised for the purpose. Some high authorities in the Capital do not favour the compulsory purchase on the ground that the Government will lose confidence in the matter of future industrial enterprises, if Chinese merchants who have shares in the telegraph lines are compelled to sell them, as the service is a paying concern though not so profitable as it might be, on account of heavy working expenses and other reasons which can only be guessed. In foreign countries, the Governments give certain subsidies in such big enterprises, but in China the practice is quite different for the telegraphs as well as the C. M. S. Company have to pay royalties to the Manchou Government in return for its protection. I am informed on good authority that the Government received about Tls. 300,000 annually as royalty from these two companies.

Both companies are complaining of bad business and appear to need overhauling. H. E. Sheng Kung-pao was one of the principal founders of these two companies about thirty years ago when he was in North China under the late Viceroy of Chihli, Li Hung-chang. But both were taken from his hands in 1905 by the late Yuan Shih-kai for financial ends.

Yuan Shih-kai has sanctioned the memorial of Kuoai Li, Director of the Peking office at Tientsin, suggesting that the control of the Chinese telegraph lines in Manchuria be taken back from the mercantile telegraph office in the French concession of that Treaty Port because the lines were built by the Provincial Government of Chihli during the Sino-Japanese War.—N. C. Daily News.

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PUBLIC ATTENTION is drawn to the fact that at the present time many brands of CONDENSED MILK are being offered for sale bearing labels so nearly representing that of the original "EAGLE" brand Milk manufactured solely by BORDEN'S CONDENSED MILK CO., of New York, as are calculated to deceive the purchasers of the real article.

As an additional protection, all purchasers of BORDEN'S "EAGLE" BRAND MILK are requested to note that every tin of same bears the signature of GAIL BORDEN, the original manufacturer, on the label. BORDEN'S "EAGLE" BRAND MILK has the enviable reputation of being the milk par excellence and without a rival in point of view of quality and purity.

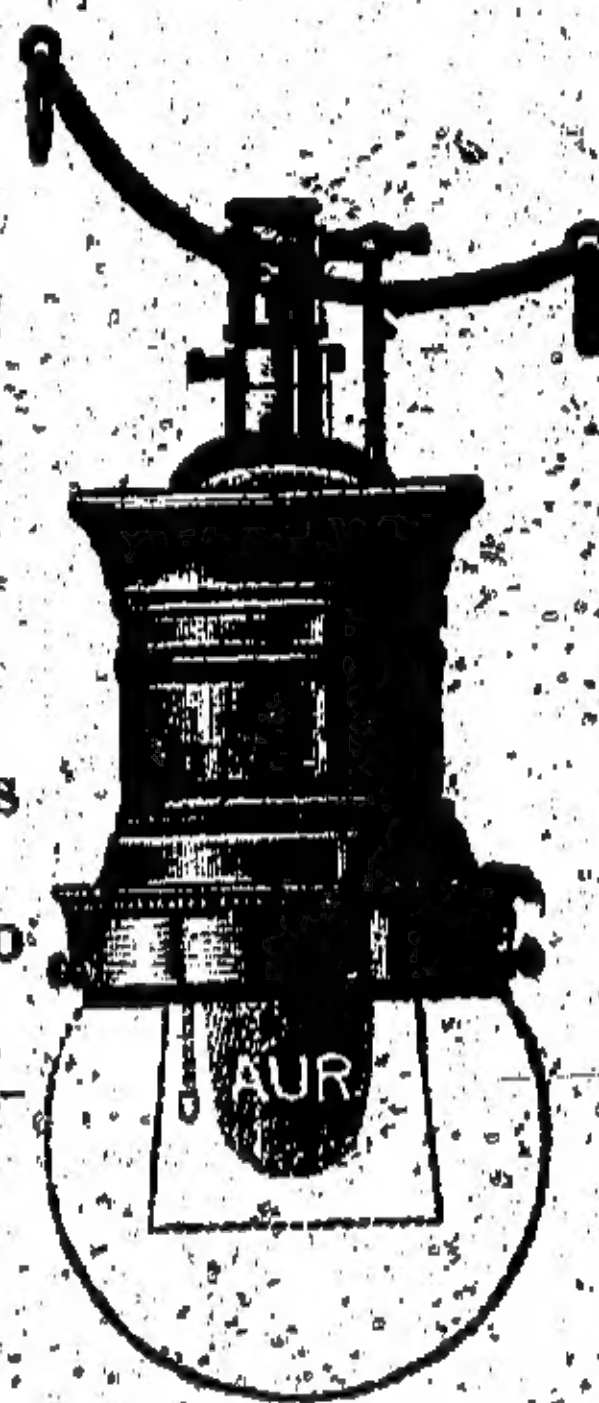
Owing to BORDEN'S special and exclusive process of manufacture both their "EAGLE" and "GOLD SEAL" Brands are specially recommended for use in tropical climates, they being guaranteed to keep better than any other Condensed Milk offered to the public.

For BORDEN'S CONDENSED MILK CO.  
CONNELL BROS. COMPANY,  
Sole Representatives in Hongkong.

Hongkong, 25th May 1908.

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THE WONDERFUL WELSBACH KEROSENE No. 3 will give you a 75 candle power light at a lower gas consumption than any other burner in the world.

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WILKS & JACK, LTD.

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# SHACKELL'S "SEAL" RED PRINTING INK IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD. PRINTING INK MAKERS.

ESTABLISHED 178

HEAD OFFICE: 24, RED LION PASSAGE, FLEET STREET, LONDON, E.C. Hongkong, 16th October, 1897.]

## BOVRIL

do not take a cheap imitation. BOVRIL is all beef and is a standardised strength-giving food.

Always have BOVRIL handy.

By Royal Warrant to His Majesty the King.

## SCIENTIFIC MISCELLANY.

THE NEW DIVING—EGYPTIAN GOLD MINING—THE LARGEST MAGNET—AUTOMATIC VIOLIN—PLAYING—ARTIFICIAL BLACK DIAMOND—KERN VISION—THE CENTER OF THE EARTH—EFFECTS OF FATIGUE FORN—MILK ICE.

The collapsible wall or shaft offers new possibilities in marine exploration. This is composed of an observing or operating chamber, which is sunk into the water and lengthened out by successive cylindrical sections bolted together from the top, each section consisting of a series of rings with flexible covering. The operating chamber is fitted with strong glass windows, and sleeves to enable the diver to manipulate apparatus on the outside of the shaft. In such a tube a diver can descend to considerable depth, remaining in free communication with the open air and working under ordinary pressure, and he seems to have within reach a considerable range of such work as cleaning hills and exploring wrecks. Hoisting and lighting apparatus can be lowered on the outside. Such a shaft is likely to afford new entertainment at amusement resorts, and gives a ready means for observing submarine life and conditions.

An Egyptian mining center—probably worked as early as 2500 B.C.—was in the Eastern Desert, between the Red Sea and the Nile. The lately-discovered remains described by C. J. Alford include, small irregular stone huts, arranged in groups of two or three towns, large enough for 1000 men. The ancient workings are buried in sand. The only vestiges of mining appliances are elliptical rubbing stones for coarse brushing and quartz mills for reducing the rock to fine powder, ready for washing out the gold.

Electromagnetic cranes have proven the most efficient and economical devices known for handling rails, kegs of nails and bolts, and other heavy pieces of iron and steel. Electromagnets are now made to lift 25,000 pounds with ease.

The electric violin-player is one of the most ingenious of recent musical mechanisms, and this is entirely automatic in action, unlike the familiar piano-player, which are somewhat guided by the operators. A perforated roll is drawn over the strings by a small motor. With the paper in place on the roller, contact brushes rest upon it, and as a perforation is reached, current from the brush energizes a corresponding electromagnet, producing the proper effect. A revolving disc, built up of layers of celluloid of the thickness of horsehair, is automatically moved to give the action of the bow. A special magnet controls the staccato movement by pressing the discs suddenly against the strings, and four magnets—one for each string—yield pizzicato effects by causing a hook to fly back and pluck the string. An arm vibrates against the tail-piece gives the tremolo effect. Each string has fifteen automatic fingers, which can be used singly or in combination, giving double, triple or quadruple stopping, or a solo may be played, with accompaniment on the lower strings. A very creditable violin performance can be had by simply turning a switch.

Carbon is an amorphous fused condition—real black diamond—is produced in a simple manner by a process lately patented in France by M. Bonnet. A vessel of bronze or other metal contains two carbon electrodes, between which is a rod of carbon over a small vessel of carbon bisulphide; as the first current is passed the liquid is vaporized, generating a high pressure. Under this pressure and the temperature of a high-tension current, the carbon rod is changed in a few moments to black diamond—the material is prized for drills and as an abrasive.

The Pleiades have long formed an interesting test of vision. To ordinary eyesight six stars are visible, but keen-eyed persons see seven and even eleven or more. Reporting late observations, P. Vincent, an Antwerp astronomer, mentions counting thirteen Pleiades with the naked eye.

The earth's interior is still a mystery, but physicists no longer regard it as a molten mass radiating heat into space, a different conception having been gradually forced upon them on the last forty years by studies of the tides, of the propagation of earthquake waves, and quite recently, of the possible heating from radium. Lord Kelvin and others have concluded that the earth is more rigid than steel but less rigid than glass. There are reasons for assuming that a strong crust may encase a metallic nucleus, and Sir Oliver Lodge has shown that the earth's known average density of 5.6 could be accounted for by supposing that the strong crust with an average density of 2.5, extends to a depth of 500 miles, and encloses a core of metallic iron, with a density of 7. The Hon. R. J. Strutt finds more radium in the rocks than would suffice to keep up the internal heat if the earth were of rock throughout. He calculates that the crust is 45 miles thick, and that the radium gives it a bottom temperature of 1500 deg. C., imparting a uniform temperature throughout the metallic nucleus, which does not contain radium.

Fatigue is now generally attributed to poisoning from muscular waste. It does not come on steadily, however, from the early morning until the stage of sleep is reached in the evening, and a new conclusion is that the first effect of the fatigue poison is one of stimulation. This would explain why mental faculties and muscular energies are often at their best in the evening. It is pointed out as quite probable that both nervous centers and muscle fibers may be rendered irritable, and that the same chemical agents may later narcotize them.

The advantages of distributing milk in frozen form are being recognized in Europe. Freezing—unlike scalding—causes no alteration, and the frozen milk can be kept unchanged for several weeks. Cream remains diffused throughout the liquid, while bacteria are greatly lessened.

## UNCAPSIZABLE SHIPS.

PROPOSITION TO BUILD BROADER VESSELS.

In a paper on "Uncapsizable and Uncapsizable Ships" Gen. Goulet stated that it was only since the loss of H.M.S. Victoria by capsizing (a disaster repeated in several cases during the late Russo-Japanese war) that it had been recognized that as soon as a ship of the present ordinary form, proportions, and system of construction received a blow either by ram, torpedo, shot, or collision, perforating the underwater part of the hull and causing more or less serious injuries, the vessel immediately heeled dangerously over and lost her stability.

The helpless condition to which many modern warships of various nationalities might be reduced had been proved by calculation and model experiments both in Russia and America, while in the recent war with Japan some ironclads of the Rodina class were seen floating after the battle of Tsushima bottom upwards, looking like the backs of some huge species of fish.

Gen. Goulet gives a system of construction he has devised partly to protect the ship against the torpedo. He attains this object by making vessels much broader and shallower than they have been, or are at present, leaving their length the same, or making them even somewhat longer. The form of construction provides a broad longitudinal cellular side corridor, each 6 ft. wide, which are rendered possible by the increased breadth of the vessel, and intended to reduce to a minimum the quantity of water that may enter the ship through injuries or openings made in her underwater skin.

With regard to the resistance of water to the motion of vessels of great beam, Gen. Goulet claims that investigations into the question prove that the absence of wave-making by a ship constructed on his system would enable her to attain a higher speed with the same displacement and with the same power of engines. The chief objections to Gen. Goulet's system, urged in a discussion that followed the reading of his paper, reported by the "Navy League Journal," were that it would not minimize, but rather increase, the danger from submarine mines; and that it would also increase the tendency of the ship to roll and the risk of disablement by gun-fire.

The annual cost in full commission of the following classes of vessels, in the latest estimates, and allowing for interest, depreciation, and cost of wages of officers and crew, and a proportionate charge for pensions, repairs, and renewal, and other necessary items, and also assuming a life of 20 years in the case of the battleships, and 10 years in the case of the torpedo-boat destroyers and first-class torpedo-boats, respectively, is the "Navy League Journal" states, as follows:

First-class battleship ..... £231,500  
Torpedo-boat destroyer ..... £17,500  
First-class torpedo-boat ..... £6,100

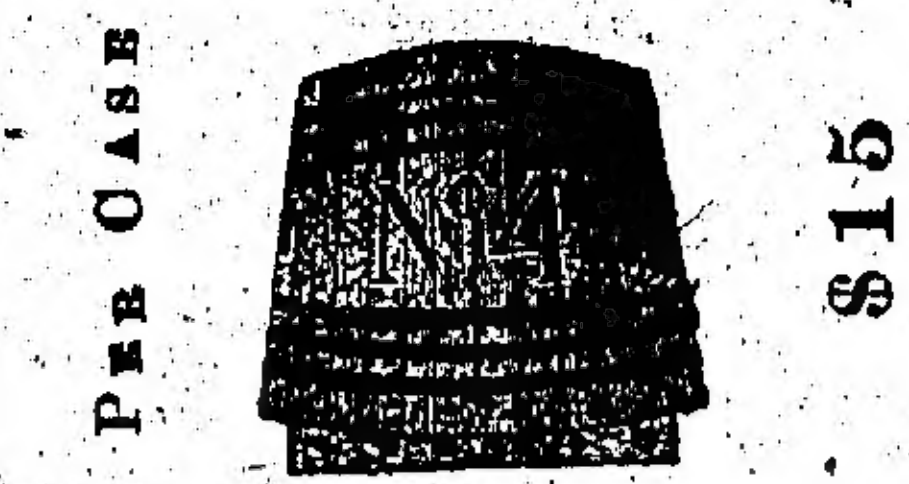
## ROYAL ASIATIC SOCIETY.

The anniversary dinner of the Royal Asiatic Society was held last month at the Hotel Cecil. Lord Reay, the president, occupied the chair, and the company included the Chinese Minister, the Siamese Charge d'Affaires, Lord Middleton, Lord Wellesley, Sir J. and Lady La Touche, Lady Lyall, Sir Richard Temple, Sir W. D. Carr-Saunders, Sir Raymond West, Sir Charles Elliot, and Sir Robert Douglas.

Lord Middleton, in proposing the toast of "The Society," said there was nothing of which Englishmen were more ignorant than of the work which their fellow-countrymen had done in Asia, and of that which remained to be done. "Sir," he said, "the foundation of the society in 1823 many changes had taken place in other continents, but through them all they had only to look back to feel that the future lay with Asia. The history of the past was to a large extent unfathomed there. We still found China almost impenetrable to foreigners. In Japan, that great nation which had suddenly been launched on a memorable and prosperous career, they saw a great antiquity interesting in its past, and perhaps to Englishmen still more interesting in the future. Paris was more interesting to the relics of an ancient fame, and even India was still less known to Englishmen than it ought to be. Looking to all these other continents and parts of the world, Asia still held the field with a past unfathomable and to a large extent inaccessible. "It could not help feeling that what the society had done in pursuing the most remote interests of Asiatic study had been a great advantage to civilization, and at the same time a vindication of our claims as a nation not merely of conquest, but of culture. The President, in responding, said it was the aim of the society to strengthen the ties which knit the British Empire and India together by establishing a better understanding between East and West. It was their object, by the study of Indian literature, Indian customs, Indian sociology, and Indian philology more and more to create an atmosphere of knowledge, and thereby to strengthen a friendship which ought to exist between us and the best educated minds of India. It was generally recognized among Oriental scholars throughout Europe that the society was a worthy representative of Oriental learning. The society was successful in obtaining last year from the late Prime Minister a recognition of the importance of Oriental studies. They expected a report from the committee which he appointed on Oriental languages, which would show how much need there was for further development, and further co-ordination of Oriental studies, especially in the metropolis, and he hoped that the Government would be prepared to act on some of the recommendations which he was sure that report would contain. He was convinced that the University of London would be prepared to give that recognition to Oriental studies which was necessary in order that it might occupy somewhat of the position of the schools of Oriental languages in the various capitals of Europe.

The anniversary meeting of the society was held at the rooms in Albemarle-street in the afternoon, with Lord Reay, the president, in the chair. The report, read by the president, of Professor A. A. Macdonell, on the motion of Professor Dr. Carter, showed a substantial increase in membership, the number of new elections (86) being the highest recorded since the foundation of the society, excepting in the year 1883, when the number elected was 72. Lord Reay said that the election of distinguished Oriental scholars was a matter in which great interest was taken by the Oriental savants of Europe, and the honour of election was highly valued. He referred in detail to the work of the three separate elected by the meeting on the recommendation of the committee. He mentioned Professor Hermann Oldenberg, a great authority on Vedic literature, Professor Gaston Maspero, a member of the French Academies, director of the Museum of Antiquities at Cairo, and an Egyptologist of international reputation; and Professor Carl Salemann, director of the Oriental Museum in St. Petersburg, whose special fields of research were Arabic and Persian. Professor Browne, Professor Margoliouth, Mr. Dames, Mr. Ellis and Mr. Thomas were elected members of the council, and Sir Robert Douglas and Sir Charles Lyall were re-elected vice-presidents.

## THORNES OLD VAT



THE VAT WAS STARTED BY THE LATE ROBERT THORNES OF GREENOCK AND HAS BEEN SOLD AS HIS SINCE 1831

## SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD. As Supplied to the House of Commons.



## APIOLINE (CHAPOTEAU)



LADIES' SAFE REMEDY For functional troubles, delay, pain and those irregularities peculiar to the sex. Prescribed by the highest French Medical authorities and superior to Tansey, steel drops and Penny royal. CHAPOTEAU, 8, rue Vivienne, Paris. Sold by all Chemists.

## THE NEW FRENCH REMEDY THERAPION

TRADE MARK

Therapion No. 1 is a remarkable remedy, often a few drops, remove all discharges from the urinary organs, effectively supplanting injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysuria, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of the kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

Therapion No. 2 is for the blood, purifying, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a failure to remedy mercury, tartaric acid, etc., to the destruction of suffering teeth and of health. This preparation purifies the blood, cleanses the system, and thoroughly eliminates every poisonous matter from the body.

Therapion No. 3 is for the nervous system, impairs vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in unhealthy climates, etc. It possesses surprising power in restoring strength and vigor to the debilitated.

Therapion is sold by the principal Chemists and Merchants throughout the world. Price in England 4/6 4/2. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a facsimile of the word "Therapion" as it appears on the British Government Stamp, while letters on a red ground indicate every poisonous matter from the body.

Sold by all Principal Chemists

## SHIPPING IN PORT.

STEAMERS.

AMAR, British str., 1,563, C. J. Matlock, 14th June—Wakamatsu 8th June, Coal—Jardine, Matheson & Co.  
AMIRAL DE BRUYNE, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wills & Jakes.  
ARAB, German str., 2,867, C. Neumann, 7th June—Portland 29th April, Flour and Lumber—Portland Asiatic S.S. Co., 2,931, A. ARABIAN, Arabic, British str., 2,931, A. Stewart, 18th June—Moji 8th June, General—David Sassoon & Co., Ltd.  
BOURNA, Japanese str., 1,118, M. Nemoto, 12th June—Shanghai and Swatow 11th June, General—Osaka Shosen Kaisha.  
CAKETA, British str., 2,903, P. Gibson, 6th June—Kuchinotsu 1st June, Coal—Mitsui Bussan Kaisha.  
CATHERINE APOLE, British str., 1,730, W. D. A. Thomas, 13th June—Calcutta via Singapore 8th June, General—David Sassoon & Co., Ltd.  
CHANGCHOW, British str., 1,213, E. Staphord, 15th June—Amoy 9th June, General—China.  
CHONGCHING, Brit. str., 1,256, V. McClymont, 14th June—Tientsin via Ports 6th June, General—Jardine, Matheson & Co.  
CHILLY, British str., 1,143, J. Warrack, 15th June—Haiphong via Hoihow 11th June, General—Butterfield & Swire.  
CHUYEN, Chinese str., 1,177, C. Stewart, 13th June—Shanghai 9th June, General—China.  
CHILLY, Norwegian str., 1,103, H. Nielsen, 8th June—Bangkok 27th May, General—Butterfield & Swire.  
CHONGCHOW, German str., 1,021, F. Baerking, 11th June—Bangkok 5th June, Rice—Butterfield & Swire.

CHOWPA, German str., 1,055, G. Spieson, 11th June—Saigon 7th June, General—Butterfield & Swire.

CHOWPAI, German str., 1,115, W. Mollermaun, 10th June—Bangkok 29th May, via Swatow 8th June, Rice & Teak—Butterfield & Swire.

COURTNEY, British str., 4,897, John Wiseman, 25th May—Moji 20th May, Coal—Mitsui Bussan Kaisha.

DREPAR, Norwegian str., 1,102, J. Biag, 25th May—Bangkok 18th May, Rice—Butterfield & Swire.

ELAK, British str., 1,652, Brownson, 14th June—Singapore 8th June, Bulk Oil—Asiatic Petroleum Co.

FRITHJOF, Norwegian str., 891, Olaf Andersson, 14th June—Saigon 9th June, Rice and Cotton Seed—Asgaard, Thoresen & Co.

HAIPHONG, French str., 500, Pommet, 22nd April—Haiphong 15th April, Ballast—Wills & Jakes.

HANGKANG, British str., 1,356, S. Wilde, 15th June—Shanghai 10th June, General—Jardine, Matheson & Co.

HANOT, French str., 742, J. Pannier, 15th June—Haiphong and Ports 11th June, General—A. R. Marty.

KILABY, German str., 1,276, H. Uecker, 29th May—Saigon 24th May, Rice—Sander, Weiler & Co.

HISBANG, British str., 2,346, A. G. Smith, 25th May—Haiphong 26th May, Coal—Jardine, Matheson & Co.

HOYKONG, French str., 840, A. Corneliusson, 8th June—Haiphong June 5th, and Hoihow 7th, General—A. R. Marty.

HUTCHOW, British str., 1,237, E. Fosyth, 11th June—Tientsin and Chiaofoo 5th June, General—Butterfield & Swire.

ITHAKA, German str., 1,450, Vogeler, 13th June—Chiangkang 9th June, General—Hamburg-America Linie.

KAGO MARU, Jap. str., 3,966, G. S. Laprak, 14th June—Japan and Shanghai 11th June, General—Nippon Yusen Kaisha.

KAIYOWA, British str., 987, H. Mathias, 15th June—Hoihow 9th June, Wood and Hemp—Butterfield & Swire.

KROONG WAI, German str., 1,115, P. Kohler, 15th June—Bangkok June 7th, via Swatow 14th June and Teakwood—Butterfield & Swire.

KIANGCHING, Chinese str., 1,002, Brownson, 3rd June—Shanghai 30th May, General—China.

KIUKANG, British str., 1,227, Wavell, 12th June—Shanghai June 7th and Amoy 10th, General—Butterfield & Swire.

KIYO MARU, Japanese str., 1,443, I. Hirai, 9th June—Bangkok 1st June, Teak—Mitsui Bussan Kaisha.

LENNOX, British str., 2,361, E. McNair, 5th June—Vancouver 5th May, via Japan ports Shanghai and Woburn 2nd June, General—Canadian Pacific Railway Co.

LINAN, British str., 1,361, G. C. Williams, 14th June—Chingwangtao 7th June, Coal—Butterfield & Swire.

LOCKPORT, German str., 1,620, W. Taubert, 9th June—Bangkok 3rd June, Rice and Wood—Butterfield & Swire.

MANTLA, German str., 1,108, J. Hansen, 30th May—Sydney 5th May, General—Melchers & Co.

MAUSANO, British str., 1,644, Weigall, 7th June—Sundakan 2nd June, Timber and General—Jardine, Matheson & Co.

NIPPON, Austrian str., 4,017, E. Tarabochis, 14th June—Trieste 24th Apr. & Singapore 8th June, General—Sander, Weiler & Co.

OCEANO, British str., 1,730, M. L. Brown, 14th June—Hoihow 12th June, Coal—Doddwell & Co.

ONABAY, British str., 1,280, R. Cox, 14th June—Moji 7th June, Coal—Jardine, Matheson & Co.

PRIMO, German str., 476, V. Flotwell, 27th May—Saigon 22nd May, Rice—Hamburg-America Linie.

POCAHONTAS, British str., 1,741, F. G. Cox, 14th June—Sailona Cruz 12th May, 5th June, General—Butterfield & Swire.

POWHAIR, British str., 1,030, Turner, 5th May—Sailona Cruz 24th April, Ballast—China.

PROGRESS, Norwegian str., 1,450, Seijung, 11th June—Moji 4th June, Coal—Waller & Co.

PRONTHUS, Nor. str., 1,624, O. Korneliusson, 4th June—Bangkok 28th May, Rice—Butterfield & Swire.

RAONAR, Norwegian str., 1,220, Angensen, 5th June—Rijung 29th May, Timber—Waller & Co.

RAFAHUB, German str., 1,189, H. Bremer, 13th June—Bangkok 5th June, General—Melchers & Co.

ROMANY, British str., 2,570, Nasib, 14th June—K 6th June, Ballast—Asiatic Petroleum Co.

SHANIS, British str., 1,228, F. Boyl, 14th June—Chinking and Shanghai 10th June, General—Butterfield & Swire.

SHAOHUNG, British str., 1,307, W. McIntosh, 30th May—Shanghai 26th May, General—Butterfield & Swire.

SIGNAL, German str., 830, G. Schalkier, 14th June—Haiphong June 10th & Hoihow 13th, Rice and General—Jensen & Co.

SIMONANG, Dutch str., 1,212, H. Vos, 21st May—Samarang via Pulo Laut 11th May, Sugar—China.

SPIR, Norwegian str., 787, H. Horn, 11th June—Chefoo 5th June, Beans—Waller & Co.

SUMATRA, German str., 507, Melaker, 12th June—New Guinea 20th May, and China Island 2nd June, Copra—Melchers & Co.

TELEMACHUS, British str., 1,321, J. Williamson, 13th June—Saigon 8th June, Rice—China.

TIENTSIN, British str., 1,227, E. Monkman, 7th June—Amoy 5th June, General—Butterfield & Swire.

TJENKI, Dutch str., 2,826, H. Koops, 15th June—Moji and Swatow 14th June, General—Java-China Japan Lijn.

VALENTIA, British str., 1,111, Richards, 2nd June—Cardiff 17th April, Coal—Order.

VAUGHALL, British str., 2,446, E. Schering, 12th June—New York 14th March, and Labuan 6th June, Case Oil—Standard Oil Co.

WARRING, British str., 1,170, W. F. Richard, 6th June—Wuhu and Chinkiang 1st June, General—Jardine, Matheson & Co.

SAILING VESSELS.

JUTERFORD, British ship, 248, Stewart, 6th June—San Francisco 5th April, Case Oil—Standard Oil Co.

## Apollinaris

"THE QUEEN OF TABLE WATERS."

HAS BEEN AWARDED

The Royal Prussian State Medal, 1902

AND THE

Gold Exhibition-Medal, Düsseldorf, 1902

GRAND PRIX, St. Louis, 1904

Annual Sale 30,000,000 Bottles

021-2



## SHIPPING.

**ARRIVALS.**  
**ANTANAX**, British str., 4,871, D. Maclean, 16th June—Singapore 11th June, General—Butterfield & Swire.  
**CARL DIERCKHOFF**, German str., 774, T. Kayser, 16th June—Swatow 15th June, General—Jensen & Co.  
**EULEN RICHARDS**, British str., 1,097, Schwegmann, 16th June—Mojji 10th June, Coal—Mitsui Bussan Kaisha.  
**FRI**, Norwegian str., 880, C. Wagle, 16th June—Newchwang June 7th, and Chefoo 9th, General—Aagaard, Thoresen & Co.  
**GORDEN**, German str., 5,150, B. Wilhelm, 8th June—Bremen 6th May, & Singapore 12th June, Mails and General—Melchers & Co.  
**MUNCASTER**, British str., 3,045, S. Watson, 16th June—Yokohama 8th June, General—Doddwell & Co.  
**PAKAT**, German str., 1,017, J. Wenzel, 16th June—Bangkok 12th June, Rice and Mail—Norddeutscher Lloyd.  
**REIDAR**, Norwegian str., 2,241, G. Stangebye, 15th June—Mojji 9th June, Coal—Aagaard Thoresen & Co.  
**RUBY**, British str., 1,611, R. W. Almond, 15th June—Manila 13th June, Hemp, Sugar and Cigars—Slovan, Tomes & Co.  
**TRIUMPH**, German str., 789, Hansen, 16th June—Halifax 14th June, Rice—Jensen & Co.  
**WAISHING**, British str., 16th June—Canton.  
**YOSHIO MARU**, Japanese str., 2,392, B. Kaji, 16th June—Mojji 11th June, Coal and General—Nippon Yusen Kaisha.

**CLEARANCES**  
 At the Harbour Master's Office.  
 16th June.  
**Dr. Far**, Norwegian str., for Chefoo.  
**Fri**, Norwegian str., for Canton.  
**Gorden**, German str., for Shanghai.  
**Kishang**, British str., for Amoy.  
**Waishing**, British str., for Shanghai.

**DEPARTURES.**  
 16th June.  
**AMARA**, British str., for Canton.  
**CANDIA**, British str., for Singapore.  
**HAIRAN**, French str., for Hainan.  
**HAIRAN**, British str., for Coast Ports.  
**KANOSAKI**, British str., for Canton.  
**KOSHA**, American str., for San Francisco.  
**MERPOO**, Chinese str., for Shanghai.  
**OSAKA**, British str., for Canton.  
**ROMANT**, British str., for Canton.  
**SHOSHU MARU**, Japanese str., for Takao.  
**TEAN**, British str., for Manila.  
**SINAI**, German str., for Bangkok.

**SHIPPING REPORTS.**  
 The British str. **Ruby** reports: Light variable winds smooth sea throughout.  
 The British str. **Muncaster** reports: Moderate to fresh South-Westerly winds and rain.

**VESSELS IN DOCK.**  
 16th June.  
**ABERDEEN DOCK**—Cheongchee, Progress.  
**KOWLOON DOCK**—Gordon, Flame, Court, Field, Arabia, Hongkong, After Light, Peiho, Sumatra.  
**CODRINGTON DOCK**—C. Apoc.

## VESSELS ON THE BERTH

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
**STEAM TO SHANGHAI, YOKOHAMA AND KOBE.**  
 The Company's Steamship  
**"NIPPON,"**  
 Capt. E. Tarabochia, will leave for the above ports TO-DAY, the 17th inst., P.M.  
 This steamer has special accommodation for passengers, electric light, and carries a doctor and stewardess.  
 For Freight or Passage, apply to  
**SANDER, WIELER & Co.,**  
 Agents.  
 Hongkong, 16th June, 1908. 8

**NORDDEUTSCHER LLOYD, BREMEN.**  
**IMPERIAL GERMAN MAIL LINE.**  
 For EUROPE.  
 The I.G.M. Steamship  
**"PRINZ HEINRICH"**  
 Capt. P. Grosch, will leave TO-MORROW the 18th inst., at 9 A.M. from the Kowloon Wharf.  
 For Freight or Passage, apply to  
**MELCHERS & Co., Agents.**  
 Hongkong, 16th June, 1908. 5

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
 For SWATOW, AMOY AND FOCHOW.  
 The Company's Steamship  
**"HATMUN,"**  
 Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 18th inst., at Noon.  
 For Freight or Passage, apply to  
**DOUGLAS, LAPHAM & Co.,**  
 General Managers.  
 Hongkong, 16th June, 1908. 963

**THE STEAMSHIP**  
**"ARRATON APCAR,"**  
 Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 18th inst., at Noon.  
 For Freight or Passage, apply to  
**DAVID SASSON & Co., Ltd.,**  
 Agents.  
 Hongkong, 16th June, 1908. 963

**THE STEAMSHIP**  
**"SHIRE" LINE OF STEAMERS, LTD.**  
 For LONDON AND ANTWERP.  
 The Steamship  
**"CARDIGANSHIRE"**  
 Will be despatched for the above ports on the 24th June, 1908.  
 To be followed by the Steamship  
**"CAENARVONSHIRE"**  
 sailing on or about 10th July, 1908.  
 For Freight or Passage, apply to  
**SHEWAN TOMES & Co.,**  
 Agents.  
 Hongkong, 16th June, 1908. 865

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

## SECTIONS:

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & No.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	1	J. E. Ferguson	SHEWAN, TOMES & Co.	On 20th inst.
LONDON & ANTWERP	PALESTINE	Brit. str.	1	J. E. Ferguson	P. & O. S. N. Co.	About 23rd inst.
LONDON & ANTWERP	ABOARDIA	Brit. str.	1	J. E. Ferguson	P. & O. S. N. Co.	On 27th inst., at Noon.
HARVE & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	k. w.	Malchow	HAMBURG-AMERICA LINE	On 12th July.
HARVE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k. w.	Luning	HAMBURG-AMERICA LINE	On 24th July.
HARVE & HAMBURG VIA STRAITS, &c.	SAKONIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 9th August.
MARSEILLES, &c., VIA PORTS OF CALL	TOKIN	Fr. str.	1	Charbonnel	MESSAGERIES MARITIMES	On 23rd inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Jap. str.	1	T. Murai	NIPPON YUSEN KAISHA	On 24th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SIAM	Dut. str.	1	N. Nielsen	MELCHERS & Co.	Beginning of July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU	Jap. str.	k. w.	G. S. Laprak	NIPPON YUSEN KAISHA	On 8th July, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BRISGAVIA	Ger. str.	k. w.	G. S. Laprak	HAMBURG-AMERICA LINE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HEILAS	Ger. str.	k. w.	Sach	HAMBURG-AMERICA LINE	To-morrow.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k. w.	P. Grosch	MELCHERS & Co.	To-morrow, at 9 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	THIBES	Ger. str.	k. w.	S. Chusak	SANDER, WIELER & Co.	On 20th inst., P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OSAKA	Brit. str.	1	J. Milner	ASBOLD, KARBURG & Co.	About 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LENNOX	Brit. str.	1	J. Milner	CANADIAN PACIFIC R. Co.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF JAPAN	Brit. str.	1	J. Milner	"KANAWA" PACIFIC R. Co.	On 4th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	1	J. Milner	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRENTON	Am. str.	1	T. W. Garlick	ODDWELL & Co., Ltd.	On 1st July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOKA MARU	Jap. str.	1	J. Nagao	NIPPON YUSEN KAISHA	On 7th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MANILA	Ger. str.	1	J. Minssen	MELCHERS & Co.	To-morrow, at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ALDENHAM	Brit. str.	1	St. John George	GIBB, LIVINGSTON & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHANGSHA	Brit. str.	1	G. W. Eddy	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jap. str.	1	T. Harrison	NIPPON YUSEN KAISHA	On 10th July, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMANO MARU	Jap. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	On 7th July, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHUNDO	Brit. str.	1	H. Petersen	MELCHERS & Co.	About 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ WALDEMAR	Ger. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	On 8th July, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	1	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMANO MARU	Jap. str.	1	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 25th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRIBODAR	Dut. str.	1	E. Tarabochia	SANDER, WIELER & Co.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMIRAL EXELMANS	Fr. str.	1	B. Wilhelm	MELCHERS & Co.	To-day, at 9 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGSHING	Brit. str.	1	M. Nemoto	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIPPON	Brit. str.	1	W. R. Hickey	P. & O. S. N. Co.	About 18th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	GOEBEN	Ger. str.	1	K. Sato	NIPPON YUSEN KAISHA	On 19th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUJIN MARU	Jap. str.	1	Williams	HAMBURG-AMERICA LINE	On 20th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	1	W. R. Hickey	BUTTERFIELD & SWIRE	On 21st inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YETOROFU MARU	Jap. str.	1	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ISPA	Ger. str.	1	Lemonnier	HAMBURG-AMERICA LINE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIANGHANG	Brit. str.	1	Habel	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIANGHANG	Brit. str.	1	M. B. Leke	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KWONGSANG	Brit. str.	1	T. H. Hilde, R.N.	MELCHERS & Co.	End of June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	GALESDONEN	Fr. str.	1	H. Pybus	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAKONIA	Ger. str.	k. w.	de Brouwers	OSAKA SHOSHEN KAISHA	On 21st inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NAMSAKO	Brit. str.	1	I. Fakura	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	1	Imben	BUTTERFIELD & SWIRE	To-day, at 2 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PETRONIA	Rus. str.	1	E. Forgyth	DOUGLAS LAPHAM & Co.	On 19th inst., at 2 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRIMANI	Dut. str.	1	Evans	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DAIWIN MARU	Jap. str.	1	S. J. Payne	SHEWAN, TOMES & Co.	On 20th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHIEHI	Brit. str.	1	A. E. Sandbach	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HUGHOW	Brit. str.	1	T. Maybridge	JARDINE, MATHESON & Co., Ltd.	On 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIANGHANG	Brit. str.	1	Rogier	SHEWAN TOMES & Co.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIANGHANG	Brit. str.	1	Mathias	BUTTERFIELD & SWIRE	On 24th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIANGHANG	Brit. str.	1	Wigall	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIANGHANG	Brit. str.	1	F. Smith	MELCHERS & Co.	About End of June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIANGHANG	Brit. str.	1	E. Kon	NIPPON YUSEN KAISHA	To-morrow.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIANGHANG	Brit. str.	1	A. Stewart	DAVID SASSON & Co., Ltd.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIANGHANG	Brit. str.	1	H. Koops	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIANGHANG	Brit. str.	1		JAVA-CHINA-JAPAN LINE	Quick despatch.

**EAST ASIATIC CO., LD.**  
 COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
**RUSSIAN EAST ASIATIC CO., LD.**  
 ST. PETERSBURG & VLADIVOSTOK.  
**SWEDISH EAST ASIATIC CO., LD.**  
 GOTHENBURG.

**PROJECTED SAILINGS FROM HONGKONG.**  
 SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & KOBE	"PETRONIA"	End of June.
MARSEILLES, HAVRE, & COPENHAGEN	"SIAM"	Beginning of July.
VLADIVOSTOK	"CURONIA"	About 5th July.

For Further Particulars, apply to  
**MELCHERS & Co.,**  
 Agents.  
 Hongkong, 16th June, 1908. 6

**NIPPON YUSEN KAISHA.**  
 (THE JAPAN MAIL STEAMSHIP CO.)

**PROJECTED SAILINGS FROM HONGKONG—**  
 SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE	HAKATA MARU, Tons 6161	WEDNESDAY, 24th June, at Daylight
PORE, PENANG, COLOMBO, and PORT SAID	WAKASA MARU, Tons 6265	WEDNESDAY, 8th July, at Daylight
VICTORIA, B.C. and SEATTLE, WASH., via SINGAPORE	KAGA MARU, Tons 6501	TUESDAY, 23rd June, at Noon
SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	TOKA MARU, Tons 5823	TUESDAY, 7th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU, Tons 5539	FRIDAY, 10th July, at Noon
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU, Tons 5076	FRIDAY, 7th August, at Noon
SHANGHAI, MOJI and KOBE	YETOROFU MARU, Tons 4097	FRIDAY, 19th June, at Noon
KOBE and YOKOHAMA	KAWACHI MARU, Tons 6101	SATURDAY, 27th June, at D'light
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Tons 5076	WEDNESDAY, 8th July, at Noon

\* Calling at Keelung.  
 † Fitted with Marconi's System of Wireless Telegraphy.  
 ‡ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
 For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.  
**T. KUSUMOTO,**  
 MANAGER. 356.  
 Hongkong, 17th June, 1908.

## MESSAGERIES MARITIMES.

**FRENCH MAIL LINES.**  
 FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"CALEDONNIEN"	About 22nd June.
MARSEILLES VIA PORTS	"TONKIN"	On 23rd June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 6th July, P.M.
MARSEILLES VIA PORTS	"POLYNESE"	On 7th July, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 lbs. up to 471 lbs. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to  
**P. NALIN, ACTING AGENT,**  
 Hongkong, 16th June, 1908. Queen's Building. 2

## NORTHERN PACIFIC LINE.

**PACIFIC STEAMSHIP COMPANY.**  
 CONNECTING AT TACOMA WITH  
**NORTHERN PACIFIC RAILWAY COMPANY.**

**PROPOSED SAILINGS FROM HONGKONG FOR**  
**VICTORIA, B.C. AND TACOMA**  
 VIA  
**MOJI, KOBE AND YOKOHAMA.**

Steamers.	Tons.	Captain.	Sailing Date.
* TREMONT	9,606	T. W. Garlick	On 1st July.
* SUVERIC	6,232	W. Shotton	On 23rd July.
* KUMERIC	6,232	Cowley	On 19th August.
* SHAWMUT	9,606	E. V. Roberts	On 12th September.

† Steerage Passengers only.  
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

\* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels, speediness at sea, Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES & CANADA.**  
 For further information apply to—  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 Hongkong, 10th June, 1908. Queen's Buildings. 8

## VESSELS ON THE BERTH

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM FOR PIUMI AND TRIESTE (DIRECT).**  
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.  
 Taking Cargo at through rates to the BRANTS to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

**THE Company's Steamship**  
**"TRIESTE,"**  
 Captain S. Cinnani, will be despatched as above on SATURDAY, the 20th June, P.M.

This steamer has splendid accommodation for passengers, electric light and carries a doctor.  
 For information as to Passage and Freight apply to  
**SANDER, WIELER & Co.,**  
 Agents.  
 Hongkong, 11th June, 1908. 3

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
 For SYDNEY AND MELBOURNE.  
 Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

**THE Steamship**  
**"ADDENHAM,"**  
 Captain St. John George, will be despatched as above on THURSDAY, 25th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 The Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
 Agents.  
 Hongkong, 10th June, 1908. 949

**THE AMERICAN AND ORIENTAL LINE.**  
 For BOSTON AND NEW YORK.  
 (With Liberty to Call at the Malabar Coast.)

**THE Steamship**  
**"OCEANO,"**  
 will be despatched for the above Ports on or about THURSDAY, the 25th June.

For Freight apply to  
**ARNHOLD KARBURG & Co.,**  
 Agents.  
 Hongkong, 13th June, 1908. 893

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.**

**PLYMOUTH AND LONDON.**  
 THROUGH BILL OF LADING ISSUED FOR  
 BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

**THE Steamship**  
**"ARCADIA,"**  
 Captain A. L. Valentini, R.N., carrying His Majesty's Mails, will be despatched from the Kowloon Wharf on SATURDAY, the 27th June, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOULTON," 10,000 tons, from Colombo, passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and India for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the s.s. "PENINSULAR," due to London on the 9th August, 1908.  
 Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
**F. J. ABBOTT,**  
 Acting Superintendent.  
 Hongkong, 15th June, 1908. 1

**NATAL LINE OF STEAMERS**



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, KOBE, SOCOBTRA	.....	About 18th June	Freight only.
LONDON and ANTWERP	.....	About 23rd June	Freight only.
SHANGHAI	DEVANHA	About 25th June	Freight and Passage.
LONDON via USUAL PORTS	ARCADIA	Nov. 27th	See Special of Call.

For further Particulars, apply to  
F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 15th June, 1908.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"KAIFONG"	On 17th June, NOON.
SWATOW, CHEFOO and TIENTSIN	"HUICHOW"	On 17th June, 2 P.M.
HOANGHAI, PAKHOI and HAIPHONG	"CHIHILI"	On 18th June, 4 P.M.
SHANGHAI and CHINKIANG	"LINAN"	On 20th June, 4 P.M.
MANILA	"TAMING"	On 23rd June, 4 P.M.
MANILA ZAMBOANGA, TRUES	.....	.....
DAY ISLAND, COOKTOWN	.....	.....
CAIRNS, O'NSVILLE	.....	.....
BRISBANE, SYDNEY	.....	.....
Transshipment for TASMANIA	.....	.....
NEW ZEALAND, ADELAIDE	.....	.....
FREMANTLE and PERTH	.....	.....

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 17th June, 1908.

HAMBURG-AMERIKA LINIE  
HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

FOR	STEAMERS	TO SAIL
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. ISTRIA	20th June
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SAXONIA	23rd June
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SILVIA	26th June
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SLAVONIA	8th July
FOR GENOA AND OR MARSILLES & HAMBURG	S.S. HELLAS	18th June
FOR ANTWERP, ROTTERDAM, BREMEN & HAMBURG	S.S. BRISGAVIA	23rd June
FOR HAYRE & HAMBURG	S.S. DORTMUND	12th July
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. ISTRIA	20th July
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SAXONIA	23rd Aug.

Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE.

Hongkong, 17th June, 1908.

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOEBEN"	Wednesday, 17th June, at 9 A.M.
NAIERS, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ HEINRICH"	Thursday, 18th June, at 9 A.M.
MANILA, BRIDPORT, WILHELM, HAFEN, SIMPSONHAFEN, SAMARAI, SYDNEY and MELBOURNE	"MANILA"	Thursday, 18th June, at 5 P.M.
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	About Friday, 26th June
KUDAT & SANDAKAN	"BORNEO"	End of June.

NORDDEUTSCHER LLOYD  
MELOHNER & CO.  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 17th June, 1908.

## INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
TIENTSIN via SWATOW	"CHEONGSHING"	Thursday, 18th June, Noon.
SANDAKAN	"MAUSANG"	Thursday, 18th June, 4 P.M.
MANILA	"LOONGSANG"	Friday, 19th June, 4 P.M.
SHANGHAI via SWATOW	"HONGSANG"	Sunday, 21st June, 11 P.M.
SHANGHAI	"KWONGSANG"	Monday, 22nd June, Noon.
SHANGHAI, YOKOHAMA, KORE & MOW	"NAMSANG"	Tuesday, 23rd June, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wednesday, 24th June, Noon.
MANILA	"YUENSANG"	Friday, 26th June, 4 P.M.

## RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTANG," "NAMANO" and "POOKANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and return at Kobe.

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Length on Blocks...	513 "
Width of Entrance on Top...	88 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide...	64 "
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